

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
September 14, 2016
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Ed Zuercher, Phoenix, Chair	# Gregory Rose, City of Maricopa
Patrick Banger, Gilbert, Vice Chair	Christopher Brady, Mesa
Bryant Powell, Apache Junction	# Kevin Burke, Paradise Valley
Gina Montes for David Fitzhugh, Avondale	Carl Swenson, Peoria
Roger Klingler, Buckeye	Greg Stanley, Pinal County
Gary Neiss, Carefree	John Kross, Queen Creek
Peter Jankowski, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa
Marsha Reed, Chandler	Indian Community
Dr. Spencer Isom, El Mirage	Brad Lundahl for Brian Biesemeyer,
# Jess Knudson for Brent Billingsley, Florence	Scottsdale
* Phil Dorchester, Fort McDowell Yavapai	# Bob Wingenroth, Surprise
Nation	Andrew Ching, Tempe
# Grady Miller, Fountain Hills	Pilar Sinawi for Reyes Medrano, Jr., Tolleson
* Michael Celaya, Gila Bend	Joshua Wright, Wickenburg
* Pamela Thompson, Gila River Indian	Jeanne Blackman, Youngtown
Community	# Kevin Biesty for John Halikowski,
Kevin Phelps, Glendale	ADOT
Brian Dalke, Goodyear	Joy Rich, Maricopa County
* Rosemary Arellano, Guadalupe	John Farry for Scott Smith, Valley
# Darryl H. Crossman, Litchfield Park	Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

1. Call to Order

The meeting of the MAG Management Committee was called to order by Chair Ed Zuercher, Phoenix, at 12:04 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mr. Kevin Burke, Mr. Darryl H. Crossman, Mr. Bob Wingenroth, Mr. Grady Miller, Mr. Gregory Rose, Mr. Jess Knudson, and Mr. Kevin Biesty joined the meeting via teleconference.

Chair Zuercher noted that for agenda item #5B, the FY 2018 Public Safety Answering Point (PSAP) Annual Element/Funding Request was revised to include the Buckeye PSAP request that had been inadvertently omitted from the agenda packet.

3. Call to the Audience

Chair Zuercher recognized public comment from Mr. John Rusinek, who stated that the driveway next door was dustproofed incorrectly three times. The City had gravel laid three times and three times the wrong size gravel was used. He said that they used one-half inch and they were supposed to use no smaller than one-quarter inch and no larger than three-quarter inch. Mr. Rusinek stated that he told Bob Moser they needed to use dustproofing on the driveway and he was told that they now use Gorilla Snot dustproofing. He noted that the ordinance says dustproofing is supposed to be used on driveway surfaces and replaced every two years or as needed, but the owner of the property next door to him is given special privileges. Mr. Rusinek stated that he had received two memoranda, one that said Gorilla Snot was used, and one that said something else was used. Chair Zuercher thanked Mr. Rusinek.

Chair Zuercher recognized public comment from Ms. Dianne Barker, who said that National Constitution Day is September 17. She stated that the First Amendment protects a person's rights to express themselves, even desecrating the flag. Ms. Barker stated that the fight of the Sioux Indians is similar to the fight of the Gila River Indian Community against Loop 202. She noted that an injunction has been filed. Ms. Barker stated that this might be an opportunity to see if transportation plans are in sync with air quality goals. She reminded everyone that transit passes are available to those who purchased a bus pass to attend the meeting. Ms. Barker encouraged volunteerism. She stated that Mayor Stanton has been building trade with Mexico for years. She said that she took the Border Crossing Card material MAG provided at the August Regional Council meeting to the Trump rally, but the Secret Service would not allow her to submit it. Ms. Barker stated that she submitted it to Governor Pence online instead. She expressed that she was impressed Governor Pence knew about the Sun Corridor. Ms. Barker submitted a copy of her email to Governor Pence for the record. She said that in her email, she asked if elected, would they expand, maintain, or eliminate the Border Crossing Card. Chair Zuercher thanked Ms. Barker.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. He began his report by saying it is fortunate in a region of more than four million people, where all members of an organization can sit at the table, and each member has a vote on the decisions. Mr. Smith spoke of some Councils of Governments in the U.S. that are composed of multiple states, and significant numbers of counties and jurisdictions. He noted that one group has a Congress of Cities that meets only once per year.

Mr. Smith reported that the September 12, 2016, the Ninth Circuit Court issued its opinion on the PM-10 lawsuit. The Court agreed with MAG on exceptional events and that the Five Percent Plan did not need to be updated. Mr. Smith stated that contingency measures have been remanded to

Environmental Protection Agency (EPA) for further consideration. He added that the Fifth Circuit Court disagrees with the Ninth Circuit Court on this.

Mr. Smith stated that the Ari-Son Megaregion Council was recognized as an official affiliate group at the League of Arizona Cities and Towns Conference last week and it now has a seat at every League conference. He noted that a 60-plus delegation from Sonora, including mayors, economic development directors, city attorneys, and finance officers, attended the Ari-Son meeting at the Conference. Mr. Smith stated that he could not recall a time when a group was recognized as an affiliate. He expressed appreciation to the League for this recognition. Mr. Smith stated that there was great participation with the Arizona-Sonora Sister Cities/Regions to brainstorm municipal best practices and economic development.

Mr. Smith reported that on August 26, the Gila River Indian Community Council voted to appeal the judge's decision on the South Mountain Freeway lawsuit and is seeking an injunction to halt construction of the facility. Mr. Smith stated that the arguments are going back to the same judge who ruled on the original lawsuit.

Mr. Smith regretfully reported the passing of Dr. Martin Vanacour, former Glendale City Manager and past Vice Chair of the MAG Management Committee. He stated that Dr. Vanacour was a great promoter of his staff. Mr. Smith stated that everyone at the funeral expressed how much Dr. Vanacour loved the City of Glendale, not just as an employee, but as a resident. Mr. Smith stated that he taught at Dr. Vanacour's class at Arizona State University and he added that Dr. Vanacour will be greatly missed.

Chair Zuercher thanked Mr. Smith for his report.

5. Approval of Consent Agenda

Chair Zuercher stated that agenda items #5A, #5B, #5C, and #5D were on the Consent Agenda. He stated that the Consent Agenda included the corrected agenda item #5B as noted.

Chair Zuercher recognized public comment from Ms. Dianne Barker on agenda item #5A. She commented that she thought the minutes were accurate and expressed her thanks for the transit ticket and the minutes. Ms. Barker stated that in the minutes she spoke about customer service and she said policies are needed, but they sometimes interfere with reason. She stated that billable hours can interfere with efficiency. Ms. Barker stated that she supports customer service and that is part of the minutes. People want understanding and action on their plight. Ms. Barker said that two words, "Be Nice," would help people get along. She commented on the Early Phase Input Opportunity Report. Ms. Barker stated that they want to build light rail to 50th Street, which will be expensive. She suggested having Rapid buses at a transit center there, which connects to light rail, buses, and the airport train. Chair Zuercher thanked Ms. Barker.

Mr. Rusinek commented on agenda item #5A. He stated that he received a letter from the City of Phoenix, which he felt questioned his intelligence. He wrote in the letter that the lot next door was 3,000 square feet, but the lot is more than 6,000 square feet. Mr. Rusinek stated that there

is a state law and a county ordinance that say lots over 3,000 square feet must be dustproofed. He stated that he has been working on his dust problem for years with no response from anybody. Mr. Rusinek stated that Ms. Rich made an appraisal on the property but he has not heard from her or anyone. Mr. Rusinek stated that he would like this to be an item on the agenda.

Chair Zuercher stated that this is not a MAG issue, but a Maricopa County and City of Phoenix issue, which they have addressed repeatedly.

Chair Zuercher asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items.

Mr. Klingler expressed his appreciation for the correction that would be made to agenda item #5B. He moved to recommend approval of Consent Agenda items #5A, revised #5B, #5C, and #5D.

Ms. Barker spoke from the audience that Mr. Rusinek did not hear Chair Zuercher.

Chair Zuercher stated that this is not a MAG issue, but a Maricopa County and City of Phoenix issue, which they have addressed repeatedly.

Mr. Joshua Wright seconded the motion, and the vote on the motion passed unanimously.

5A. Approval of the August 10, 2016, Meeting Minutes

The MAG Management Committee, by consent, approved the August 10, 2016, meeting minutes.

5B. MAG FY 2018 PSAP Annual Element/Funding Request and FY 2018-2022 Equipment Program

The MAG Management Committee, by consent, recommended approval of the MAG FY 2018 PSAP Annual Element/Funding Request and FY 2018-2022 Equipment Program, including the correction to add the Buckeye PSAP request. Each year, the MAG Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and enables MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. On April 5, 2016, the MAG PSAP Managers were requested to submit their equipment requests for Fiscal Year (FY) 2018-2022 by July 15, 2016. The MAG Fiscal Year (FY) 2018 PSAP Annual Element/Funding Request and FY 2018-2022 Equipment Program were recommended for approval on August 11, 2016, by the MAG PSAP Managers Group and on August 25, 2016, by the MAG 9-1-1 Oversight Team.

5C. FY 2017 MAG Early Phase Public Input Opportunity

The MAG Management Committee, by consent, recommended acceptance of the Draft FY 2017 MAG Early Phase Public Input Opportunity Report. To ensure public participation in the development of transportation plans and programs, MAG conducts a public input process that

includes four-phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. MAG has completed the public involvement process for the fiscal year (FY) 2017 Early Phase Input Opportunity. In collaboration with agency partners, the Early Phase included an open house that was held on August 11, 2016, whereby members of the public and interested parties were invited to learn more about the transportation planning and programming process as well as rebalancing efforts currently underway for the Freeway and Highway programs of the Regional Transportation Plan. On August 22, 2016, MAG also held a Stakeholders Agency meeting to facilitate information sharing among agencies and solicit feedback on future transportation plans. Included in this Early Phase process were small group presentations, technical and policy committee meetings, and correspondence received in writing or by e-mail, telephone or online through the MAG website. Comments received during the FY 2017 Early Phase Input Opportunity will help guide the development of the Draft FY 2018-2022 MAG Transportation Improvement Program and the Draft 2040 MAG Regional Transportation Plan. The Early Phase provides the initial opportunity for the public to provide comment on transportation plans and programs prior to the development of draft documents by MAG policy committees, in accordance with federal law. Input received during the Early Phase is compiled within the Draft FY 2017 Early Phase Input Opportunity Report.

5D. FY 2017 Road Safety Assessments and Project Assessments at Intersections and Corridors

The MAG Management Committee, by consent, recommended approval of the list of eight projects for performing seven Road Safety Assessments and developing one Project Assessment, to be completed with the available funding in FY 2017. The Fiscal Year (FY) 2017 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2016, includes a total of \$300,000 in MAG planning funds for performing Road Safety Assessments (RSA)s and Project Assessments (PA)s. Each year, more than 58,000 crashes occur on the local and arterial street system in the MAG region. About half of these crashes occur at intersections that result in nearly 19,000 persons being injured or killed each year. The MAG Transportation Safety Committee has recommended RSAs and PAs as a regional road safety initiative to help identify and address safety issues at high crash risk intersections. The RSAs involve site investigations by an RSA Team that results in a report with a list of recommendations for the local agency. The performance of a PA is the next logical step following an RSA, and results in a road safety improvement project that is designed up to 15 percent completion. Projects with completed RSAs and PAs have been utilized by local agencies to compete for federal road safety funds. A total of 44 RSAs and five PAs have been completed successfully by MAG. The typical cost of conducting an RSA or a PA is about \$35,000. A Working Group of the Transportation Safety Committee conducted extensive analysis of crash data to identify potential RSA and PA projects for FY 2017. The attached list of FY 2017 RSA and PA projects was recommended for approval by the Transportation Safety Committee on July 26, 2016. These projects will be assigned to qualified consulting firms under contract with MAG to provide on-call consulting services in the area of transportation safety planning.

6. Domestic Violence Awareness Month

Ms. Amy Robinson, MAG staff, introduced the Honorable Robin Barker, Vice Mayor of Apache Junction, and Chair of the MAG Domestic Violence Council. Vice Mayor Barker thanked the MAG Management Committee for their continued support of efforts taking place within the region to reach the goal of ending domestic violence. She said that support gives momentum toward achieving that goal.

Vice Mayor Barker stated that 107 people died in Arizona last year in domestic violence related incidents. This is equivalent to one death every three days. Vice Mayor Barker stated that one in every four females and one in seven males will be injured in domestic violence situations in their lifetimes. As a region, we need to continue to raise awareness.

Vice Mayor Barker stated that October is Domestic Violence Awareness Month. In support, MAG will be hosting a press conference with the City of Phoenix on September 30, 2016. Vice Mayor Barker stated that the theme of the press conference will be technology safety, a new area we did not think about ten years ago. Vice Mayor Barker encouraged members to have domestic violence awareness events during the month of October. She said that MAG develops a calendar of domestic violence activities and staff will add events to the calendar and publicize them. Vice Mayor Barker also requested that the Management Committee recommend approval of the Resolution of Support for Domestic Violence Awareness Month.

Ms. Robinson continued the report by encouraging members to submit their domestic violence awareness events to MAG to be included on the calendar and she added that MAG staff will also provide technical assistance to any partner agency in conducting an event to raise awareness about the impact of domestic violence. She said that she hoped the Committee would recommend approval of the Resolution of Support for Domestic Violence Awareness Month.

Chair Zuercher thanked Vice Mayor Barker and Ms. Robinson and asked if there were any questions.

Mr. Bryant Powell expressed his gratitude that his Vice Mayor is such a huge advocate for the prevention of domestic violence. Mr. Powell moved to recommend approval of the Resolution of Support for Domestic Violence Awareness Month. Mr. Carl Swenson seconded.

Chair Zuercher noted that some City Halls and the County building will be illuminated purple in recognition of Domestic Violence Awareness Month. He invited everyone to join that endeavor.

With no further discussion, the vote on the motion passed unanimously.

7. Discussion of the CenturyLink Proposal for 9-1-1 Managed Services

Mr. Nathan Pryor, MAG staff, and Ms. Liz Graeber, Administrator for the MAG 9-1-1 system, reported on the proposal by CenturyLink for 9-1-1 Managed Services. Mr. Pryor stated that in late 2014, CenturyLink submitted a proposal for managed services for 9-1-1 in coordination with the

Arizona Department of Administration (ADOA), which has oversight of the state 9-1-1 system.

Mr. Pryor stated that MAG then launched a Statement of Qualifications process to examine the CenturyLink proposal. He noted that two vendors submitted statements of qualifications. In April 2015, a vendor was identified to conduct the study, but the proposal was withdrawn by CenturyLink as they continued to refine it.

Mr. Pryor stated that in spring 2016, staff became aware that the proposal was returning. On June 21, 2016, CenturyLink presented an overview of the managed services proposal at a joint meeting of the MAG Public Safety Answering Point (PSAP) Managers Group and the MAG 9-1-1 Oversight Team.

Mr. Pryor stated that on July 25, 2016, a memorandum was sent with a message that the MAG 9-1-1 system has a regional process going back to 1985. He stated that there were two committee meetings during August: the August 10, 2016, PSAP Managers Group meeting and the August 25, 2016, Oversight Team meeting. Mr. Pryor noted that both committees took action to recommend addressing the proposal for managed services as a region and that the Management Committee form a study committee to review the technical, financial and policy implications of the proposal.

Mr. Pryor stated that the CenturyLink managed services proposal is trying to address statewide funding issues, technology changes, decaying infrastructure, and growing populations. He pointed out on a graph chart how the Arizona 9-1-1 excise tax collection decreased from 37 cents per phone line in 2003, to 28 cents per phone line in 2006, to 20 cents per phone line in 2008 forward. Mr. Pryor also noted that the 9-1-1 fund was also impacted by fund sweeps by the Legislature, although not in recent years. He noted that there have been declining revenues combined with fund transfers in the amount of \$53 million.

Chair Zuercher asked what the 9-1-1 system might have accomplished with \$53 million.

Ms. Graeber replied that having \$53 million would have enabled the much-needed replacement of equipment in our region and the preparation for the implementation of the NextGen 9-1-1 platform.

Mr. Pryor stated that collection of the excise tax in the Maricopa Region is approximately \$12.3 million per year, and collection in the balance of the state is approximately \$6.2 million. He noted that the budgeted allocation to the region is about 66 percent of the portion it contributes to the State Fund.

Mr. Pryor reviewed the proposed Study Committee composition. He noted that Mr. Chris Brady and Mr. Kevin Phelps have agreed to serve as Co-Chairs. The Study Committee would also include the Chairs and Vice Chairs of the MAG 9-1-1 Oversight Team and the MAG PSAP Managers Group, the Chair of the MAG Technical Advisory Group, and police department representation, mindful of geographic balance issues.

Mr. Pryor read the proposed action: Recommend that the MAG member agencies consider the managed services proposal through the existing regional process at MAG. This includes the formation of a study committee by the MAG Management Committee to review the technical, financial and policy implications of the proposal.

Mr. Pryor stated that a letter from the Co-Chairs to CenturyLink could be sent requesting a copy of the managed services proposal, which they have not yet seen. He said that they do know that CenturyLink is proposing a charge of \$2,000 per station per month, which addresses the state funding issue. Mr. Pryor noted that because it is not CenturyLink equipment, the CenturyLink proposal would not utilize the existing fiber network in the region, the Regional Community Network, in which significant resources have been invested and provides redundancy for the 9-1-1 network.

Chair Zuercher thanked Mr. Pryor and Ms. Graeber. He thanked Mr. Brady and Mr. Phelps for volunteering. He asked Mr. Phelps to share his past experiences on a similar situation.

Mr. Phelps stated that rather than a decrease, about four years ago, the State of Washington actually increased its per line charge to 50 cents, in addition to a 20-cent charge in his county, in order to be able to implement NextGen 9-1-1. He said they created a new agency that oversaw communications and the PSAPs and consolidated things. Mr. Phelps stated they were moving forward with text-to-9-1-1 and video streaming. He indicated that he was glad to share his experience.

Chair Zuercher asked for clarification that an upgrade to the equipment is needed to accommodate text-to-9-1-1. He noted that this is an issue that has been raised by disability advocates and citizens who would like that capability.

Mr. Pryor replied that Chair Zuercher is correct – the MAG 9-1-1 system does not have text-to-9-1-1 capability. He added that it is staff's understanding that there will be an additional charge by CenturyLink for text-to-9-1-1 service.

Mr. Brady asked if MAG had requested the managed services proposal from CenturyLink.

Mr. Pryor replied that the managed services proposal had not been formally requested by MAG, however, MAG staff has had discussion with CenturyLink staff.

Mr. Brady asked for clarification to which agencies the proposal had been submitted.

Mr. Pryor responded that the State has been rolling out the managed services proposal in the Yuma area, Pima County, and in the north and eastern parts of the State. He added that the Maricopa region would be the final area to be rolled out in the phased approach.

Mr. Brady asked for clarification that staff believes there is a managed services proposal for the MAG region.

Mr. Pryor replied yes. He added that CenturyLink has expressed its preference to submit the managed services proposals to individual cities or towns at the PSAP level, rather than on a regional level.

Mr. John Kross asked for clarification if the State had issued a request for proposals for managed services for 9-1-1. Mr. Pryor replied that the State had not issued a request for proposals; they understand that CenturyLink took it upon itself to offer the proposal to ADOA noticing the funding issues.

Mr. Kross asked for clarification if the rollout by the State was in collaboration with CenturyLink.

Mr. Pryor replied yes, there has been a level of coordination between ADOA and CenturyLink in this rollout.

Mr. Dennis Smith stated that MAG met with ADOA and CenturyLink. He said that one of the attendees asked if MAG could sign for equipment. Mr. Smith replied no, however, 9-1-1 is similar to the transportation process where a city enters into an agreement with ADOT. He said that MAG continued to make the point that this is a regional process and they want it to continue as a regional process and objects to going city by city and breaking up a regional system.

Mr. Brady asked if staff was aware if any city had signed the managed services agreement.

Mr. Smith replied not to their knowledge.

With no further discussion, Mr. Brady moved to recommend that the MAG member agencies consider the managed services proposal through the existing regional process at MAG. This includes the formation of a study committee by the MAG Management Committee to review the technical, financial and policy implications of the proposal. Mr. Swenson seconded, and the motion passed unanimously.

8. Amendment to Add \$873,400 to the HDR, Inc., Contract for the Interstate 10/Interstate 17 Corridor Master Plan and Amendment to the FY 2017 MAG Unified Planning Work Program and Annual Budget to Accept the Funds From the Regional Freeway and Highway Program

Mr. Bob Hazlett, MAG staff, provided an update on the Interstate 10/Interstate 17 Corridor Master Plan and the request for an amendment that is needed to conduct additional work. Mr. Hazlett stated that the Interstate 10/Interstate 17 corridor, known as the Spine, is generally one-mile either side of Interstate 10/Maricopa between the Interstate 17 Split Interchange and SR-202L Pecos Stack, and Interstate 17/Black Canyon between the Interstate 10 Split Interchange and SR-101L North Stack.

Mr. Hazlett stated that the Corridor Master Plan is a continuation of environmental work by ADOT where they were looking at an extensive reconstruction of Interstate 10 of up to 25 lanes at the Broadway Curve. He stated that the Master Plan will consider alternatives for intersecting and parallel arterial corridors, about 35 traffic interchanges.

Mr. Hazlett stated that the MAG Corridor Master Plan effort started in 2014 with a project scoping, data discovery, and discussion of needs of partners (Phoenix, Chandler, Guadalupe, and Tempe). Mr. Hazlett stated that 2015 brought the public meetings, a Needs Assessment Report, and 341 different concepts for meeting the travel demand. Mr. Hazlett indicated that they whittled the 341 concepts into seven alternative scenarios and are working toward their next round of public meetings in November. He indicated that the plan is to be finished with the Corridor Master Plan in time for Regional Council adoption of the Regional Transportation Plan and Transportation Improvement Program next year.

Mr. Hazlett stated that the Needs Assessment Report covers these 10 topics: environmental issues, travel demand and traffic operations, roadway infrastructure, transit service, bicycle and pedestrian, safety, technology/ITS and system management, commerce and economic development, agency and public feedback, and project purpose and need.

Mr. Hazlett stated that the Needs Assessment Report summarized a host of issues in the corridor. He said that Interstate 17 was built as SR-69 in 1957. Mr. Hazlett stated that the assessment evaluated the condition of the corridor's infrastructure. He said that most of the structures are in good condition, however, there are flooding issues. Mr. Hazlett displayed a photo of I-17 at Indian School Road after the microburst that happened earlier this year. He noted that flooding is a problem as part of the corridor is located in the Cave Creek Wash floodplain and ADOT's pump system is in need of an upgrade.

Mr. Hazlett noted similar issues on several City of Phoenix undercrossings at Peoria and Cactus Roads. Additionally, this was Arizona's first freeway, 60 years of age, and pavement was built differently than we have now. Mr. Hazlett stated that more life than anticipated has been received from Interstate 17 and pavement and pumps are at the end of their useful life.

Mr. Hazlett stated that from the start of the project, coordination with Valley Metro has been critical. As planning for Interstate 17 ensued with this Corridor Master Plan, so did the planning for the four new light rail crossings at Central Avenue, Van Buren Street, Camelback Road, and Mountainview Drive. He also noted how this collaborative process has saved the region in construction and right-of-way costs. Mr. Hazlett explained how Valley Metro is conducting its environmental process through FTA.

Mr. Hazlett stated that there is a need for bicycles and pedestrians to cross both interstates. He said that Phoenix, Chandler, and Tempe have complete streets initiatives that drive the point home that local streets are not just for cars or trucks, but also for pedestrians and bicycles. Mr. Hazlett stated that it was necessary to look at grades in particular. They changed up the Near-Term Improvements along I-10 between Broadway Road and the Pecos Stack with two multimodal crossings at Alameda Drive (near Tempe Diablo Stadium) and to finish what was started at Guadalupe Road with a pedestrian bridge.

Mr. Hazlett pointed out that connected/autonomous vehicles are becoming a reality, and with them a change in traffic operations and how capacity is computed. Currently, a freeway lane should carry approximately 2,200 vehicles per hour, however, I-10 and I-17 are carrying approximately

1,400 vehicles per hour. Mr. Hazlett stated that the study has found closely spaced exits, too many exits, and poor weave areas, etc. He said that technology can help increase capacity to as high as 3,000 vehicles per lane per hour through better ramp metering and better traveler information. Mr. Hazlett stated that this indicates that technology could add capacity and building more freeway lanes might not be needed.

Mr. Hazlett stated that one of the issues the study is examining is that the corridor is very constrained and widening would be difficult. In addition, many parts of I-17 in particular are located in environmental justice neighborhoods and there are a significant number of buildings. Mr. Hazlett stated that they are looking at recommendations for improvements in existing right-of-way.

Mr. Hazlett stated that another issue is growing demand by cars, freight, and public transportation. He added that bicycle and pedestrian use needs to be considered in future plans. Mr. Hazlett stated that they have received significant public comments that are incorporated into the study's findings.

Mr. Hazlett stated that MAG met with member agencies, DPS, ADOT, Maricopa County, and FHWA, and they came up with 341 solutions. This required rethinking the screening process. First, they screened out those with fatal flaws. Mr. Hazlett stated that the solutions were placed into two categories: systemwide and segment-specific. They looked at what could be done throughout the entire corridor and those that were specific to parts of I-10 and I-17, such as Grand Canyon University and light rail crossings.

Mr. Hazlett explained that with the production of the project's Needs Assessment Report, a three-step process was undertaken to merge the 341 concepts and identify seven alternative scenarios for meeting the 2040 traffic demand along both interstate routes. Mr. Hazlett reviewed the seven scenarios.

Mr. Hazlett stated that Alternative 1A, No-Build, is the base scenario from which all performance of the alternative scenarios will be measured. In this scenario, no improvements are assumed to Interstates 10 and 17 beyond those presently programmed between SR-143 and the Loop 202 Pecos Stack.

Mr. Hazlett stated that Alternative 1B, Base Build, is a scenario incorporating various component improvements for construction regardless of overall improvement to the corridor. Examples of these components include geometry modifications to the highest congested service traffic interchanges; numerous bicycle/pedestrian improvements identified in Phoenix, Chandler, and Tempe plans; accommodation for four light rail public transportation crossings; and technology enhancements for the freeways, arterials, driver/traveler/jurisdictional information, and to facilitate connected/autonomous vehicles.

Mr. Hazlett stated that Alternative 2, I-17 Reconstruction, is for the segment of the Spine corridor which is the earliest freeway section in the State of Arizona. This scenario will identify the potential impacts for reconstructing pavements, bridges, interchanges, and drainage structures to

current design standards specified by the Arizona Department of Transportation and the Federal Highway Administration. No added through capacity is assumed and the improvements noted for Alternative 1B are included in this scenario.

Mr. Hazlett stated that Alternative 3A, Add General Purpose Lanes, includes the improvements noted for Alternative 1B, and one general purpose lane is constructed in both directions of the entire 35-mile corridor.

Mr. Hazlett stated that Alternative 3B, Add HOV Lanes , proposes a managed approach to where high occupancy vehicle (HOV) traffic is signed and striped . This would result in two HOV lanes in each direction for the majority of the corridor. The improvements noted for Alternative 1B are also included in this scenario.

Mr. Hazlett stated that Alternative 4, Express/Local Lanes, adds no capacity, however, restriping the inside HOV and left general capacity lanes is included to restrict movement between the lanes to designated ingress and egress points. He noted that an example of this is Interstate 15 in Las Vegas that has a striped express/local lane system in place between Interstate 215 south of the Strip and Interstate 515 in Downtown. As proven in Las Vegas, this restriping allows for greater travel time reliability for longer-haul trips throughout the corridor. Mr. Hazlett noted that the improvements noted for Alternative 1B are also included in this scenario.

Mr. Hazlett stated that Alternative 5, Congestion Priced Managed Lanes, builds upon the discovery process identified from the MAG Managed Lanes Network Development Strategy. This scenario considers the potential for pricing in the corridor as a means for travel time reliability. The improvements noted for Alternative 1B are also included in this scenario.

Mr. Hazlett summarized the additional services needed for the Interstate 10/Interstate 17 Corridor Master Plan. He indicated that the consultant, HDR, scoped the need at \$873,400. The budget was reviewed several times by MAG staff and was found to be significantly higher, but HDR agreed to take on responsibilities for public meetings and discussions with member agencies. He indicated that the work will provide a better and upfront assessment of potential impacts sooner; allow “right-sizing” of project construction to match the Regional Freeway and Highway Program cash-flow; minimizes duplicative effort by ADOT during environmental and design phases.

Mr. Hazlett stated that the requested action was to recommend approval to add \$873,400 to the HDR, Inc., contract for the Interstate 10/Interstate 17 Corridor Master Plan and amend the FY 2017 MAG Unified Planning Work Program and Annual Budget to accept the funds from the Regional Freeway and Highway Program.

Chair Zuercher thanked Mr. Hazlett for the presentation. No questions from the Committee were noted.

Vice Chair Patrick Banger moved to recommend approval to add \$873,400 to the HDR, Inc., contract for the Interstate 10/Interstate 17 Corridor Master Plan and amend the FY 2017 MAG Unified Planning Work Program and Annual Budget to accept the funds from the Regional

Freeway and Highway Program. Ms. Jeanne Blackman seconded, and the motion passed unanimously.

9. Ozone Boundary Designations

Ms. Lindy Bauer, MAG staff, provided a report on the ozone boundary designations. She stated that the Arizona Department of Environmental Quality (ADEQ) has been conducting a process on where the new ozone boundaries should be for the 2015 ozone standard. She displayed a map of the current ozone boundary, a total of 5,017 square miles. She said that the issue is whether to include in the ozone boundary the Queen Valley monitor in Pinal County and the Tonto National Monument monitor in Gila County.

Ms. Bauer stated that based upon the 2014-2016 monitor data, both monitors are at 0.071 parts per million, which is slightly over the 0.070 parts per million standard. She said that ADEQ originally wanted to expand the boundary to include the two monitors. Then, in April, the MAG Regional Council took action to send a letter to ADEQ to not expand the boundary at this time and encouraged ADEQ to evaluate 2016 data. Ms. Bauer noted that if the numbers came down, the boundary would not need to be expanded.

Ms. Bauer reviewed the ADEQ recommendation for the Maricopa ozone nonattainment boundary dated May 23, 2016. She stated that more options would be recommended to the EPA by the State by October 1, 2016. This allows for the consideration of newer, more recent air quality data, which may be cleaner. EPA will be evaluating 2014-2016 data and possibly 2017 data and finalize the boundary designation by October 1, 2017. If the downward trend continues and the two monitors meet the standard, the boundary would not need to be expanded. This provides a streamlined approach rather than the State revising its recommendation after it is made.

Ms. Bauer summarized discussions at the August 9, 2016, stakeholder meeting. ADEQ reported that EPA did not look favorably upon submitting the current ozone boundary as the preferred option. ADEQ's primary recommendation will now be the expansion of the current boundary to include the Queen Valley monitor in Pinal County and the Tonto National Monument monitor in Gila County. Three other alternatives will be presented to not expand the boundary if the Queen Valley and/or Tonto National Monument monitors meet the standard. Based upon 2014-2016 monitor data, both monitors are at 0.071 parts per million, slightly over the 0.070 parts per million standard. The Queen Valley monitor began violating the standard on May 31, 2016. Until recently, the Tonto monitor was meeting the standard. However, it was discovered that the monitor had shut down on June 22, 2015, in the evening due to a pump failure. Since the monitor had six hours of data over the standard, it would count as an exceedance, causing a violation. ADEQ has indicated that if the monitor had not failed and had the usual eight hours of data, the monitor would not have violated the standard due to the declining ozone concentrations in the evening. Ms. Bauer reported that ADEQ staff indicated that EPA staff agreed with them, however, EPA has its own requirements.

Ms. Bauer addressed final recommendations and alternatives. She displayed a map of the new boundary that includes the Tonto and Queen Valley monitors. Ms. Bauer stated that ADEQ

decreased the size in Pinal County. She said that an SRP property in the east and primarily desert land to the west were taken out. Ms. Bauer displayed three alternatives. Alternative A is if the Tonto monitor is not violating. Alternative B is if the Queen Valley monitor is not violating. Alternative C is the best case scenario of not expanding the boundary.

Ms. Bauer noted issues with the ADEQ boundary designation. She said there will be tighter controls on business and industry inside the new area added. Transportation conformity requirements will apply. Ms. Bauer stated that these requirements could have a negative impact on economic development in Pinal County, which needs employment centers and job growth. Employment centers could reduce the length of work trips and reduce ozone. Ms. Bauer noted that there are 314,000 trips from Pinal County to Maricopa County each day.

Ms. Bauer displayed a graph of the eight-hour ozone monitoring data and noted that the concentrations continue to decline. She indicated that the ozone monitoring trend data at the Queen Valley and Tonto National Monument did not increase from last year and the trend is downward.

Ms. Bauer stated that in the final notice for the 2015 ozone standard, EPA indicated that under some circumstances EPA may need an additional year for the designation process to ensure that air agencies and EPA base designations on complete and sufficient information. EPA has the authority to delay the boundary designations for up to one year. A one year delay would allow for the consideration of newer, more complete monitor data, which may be cleaner.

Ms. Bauer reported on the ADEQ boundary designation schedule. The designations document was submitted by ADEQ to the Governor on September 1, 2016, and the Governor will submit the designation to EPA by October 1, 2016. Ms. Bauer stated that on August 31, 2016, the MAG Regional Council took action to send a letter to the Governor seeking a one-year delay to allow the downward trend to continue. Ms. Bauer noted that the Pinal County Board of Supervisors passed a resolution at its September 7, 2016, meeting.

Chair Zuercher thanked Ms. Bauer for her report and asked members if they had questions.

Mr. Greg Stanley expressed his appreciation to Ms. Bauer and MAG for their efforts on the ozone boundary designation. He indicated that the Pinal County is in lock step with MAG on this and its federal lobbyist will be discussing this in Washington, D.C.

10. Freight Viewer Update

Mr. Tim Strow, MAG staff, reported that the MAG Freight Transportation Plan was initiated in spring 2016. He noted that the federal surface transportation funding legislation, Fixing America's Surface Transportation (FAST) Act, includes two different funding pots for freight projects. Mr. Strow stated that input from the Management Committee is being solicited on the draft freight viewer MAG developed. He noted that a stakeholders meeting will be held on September 15, 2016. Mr. Strow stated that the big push in the FAST Act is the national highway freight network, which in Arizona, are mainly Interstates 10 and 17. With the Freight Plan, they are trying to create

a safe and efficient goods movement system and connect to major national freight generators. Mr. Strow stated that the study is looking at local and regional distribution routes.

Mr. Strow pointed out on a map some of the manufacturing and logistics cluster development, which were identified by member agencies and not all have been added. He stated that the purpose of the viewer is to showcase the goods movement system. Mr. Strow noted that some of the routes have restrictions and are fragmented. They are charged with creating a system on and off the freeway system, which resulted in the creation of an online interactive tool, the MAG Freight Viewer. He acknowledged the work of the MAG Information Services Department on developing the Freight Viewer. Mr. Strow indicated that in the Freight Viewer, users can click on a transportation corridor or industrial cluster, for example, and see beyond the tabs. A location's businesses, supply chains, or property parcels can be viewed. He said that tool can show connections between transportation and economic development opportunities.

Mr. Strow then demonstrated the freight viewer that is used by Carson, California. He said that their goal is to have a Google Earth-type viewer that is zoomable and will show employment, businesses, etc. Mr. Strow stated that they started the effort just for the MAG region, but then realized there is a lot of interest around the State, so they started to locate the ports of entry with Mexico and transportation corridors to and from California. He added that this is anticipated to be a slow-build and input from members is requested at the stakeholders meeting.

Mr. Dennis Smith stated that the type of input they need is how to make the Freight Viewer a more useful tool to cities. He noted that MAG staff met with GPEC at the beginning of the effort and will continue to work with them on the viewer.

Mr. Brian Dalke said the Freight Viewer is impressive and he stated that Goodyear will be using it. He asked if there is an opportunity that some of the FAST Act funding for freight corridors could be used toward improvements on our freight corridors, such as Interstates 10 and 17.

Mr. Strow replied yes, the goal is to identify corridors and links to industrial clusters. He said that formula funds and planning funds could be used.

Mr. Dalke asked if there would be an opportunity to look at innovations such as designated truck lanes.

Mr. Strow replied that the next step after receiving input from member agencies is discussions with the freight community on new technology.

11. Legislative Update

No report.

12. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting were requested.

Vice Chair Banger stated that one of the topics for discussion at the East Valley Managers meeting was activity related to lawsuits targeting small businesses for ADA violations. He said that what appears to be impacting them is the Department of Justice ensuring that cities and towns have adequate transition plans for ADA purposes. Vice Chair Banger suggested it might be a useful exercise for MAG to lead a discussion on this issue and provide guidance to cities and towns on being better prepared should they receive a challenge, legal or otherwise, and ensure they are in compliance.

Chair Zuercher asked Vice Chair Banger if he wanted to discuss transition plans that communities have developed. Vice Chair Banger replied yes.

13. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments were noted.

Chair Zuercher noted that the next Management Committee meeting is scheduled for October 5, 2016.

Adjournment

There being no further business, the meeting was adjourned at 1:20 p.m.

Chair

Secretary